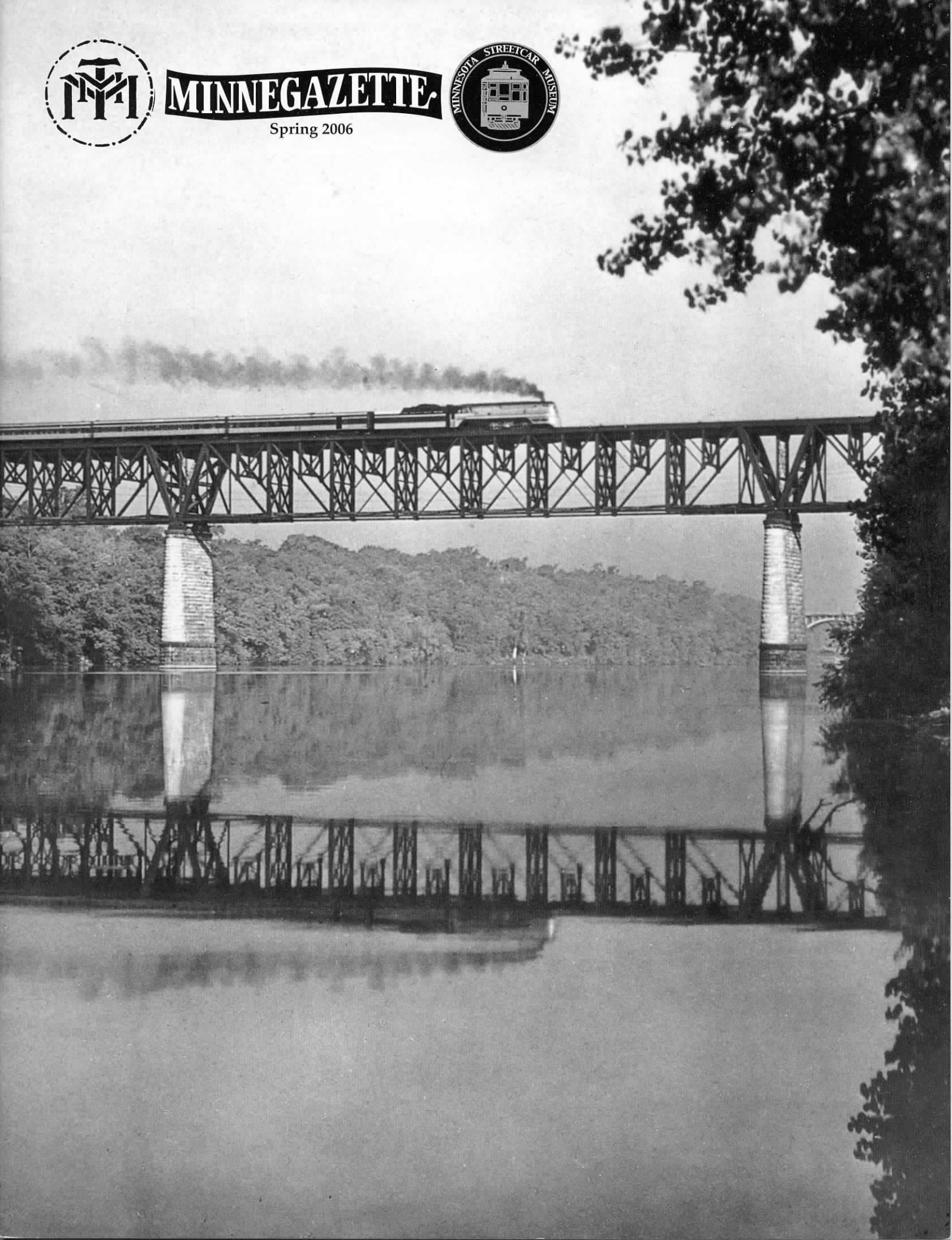
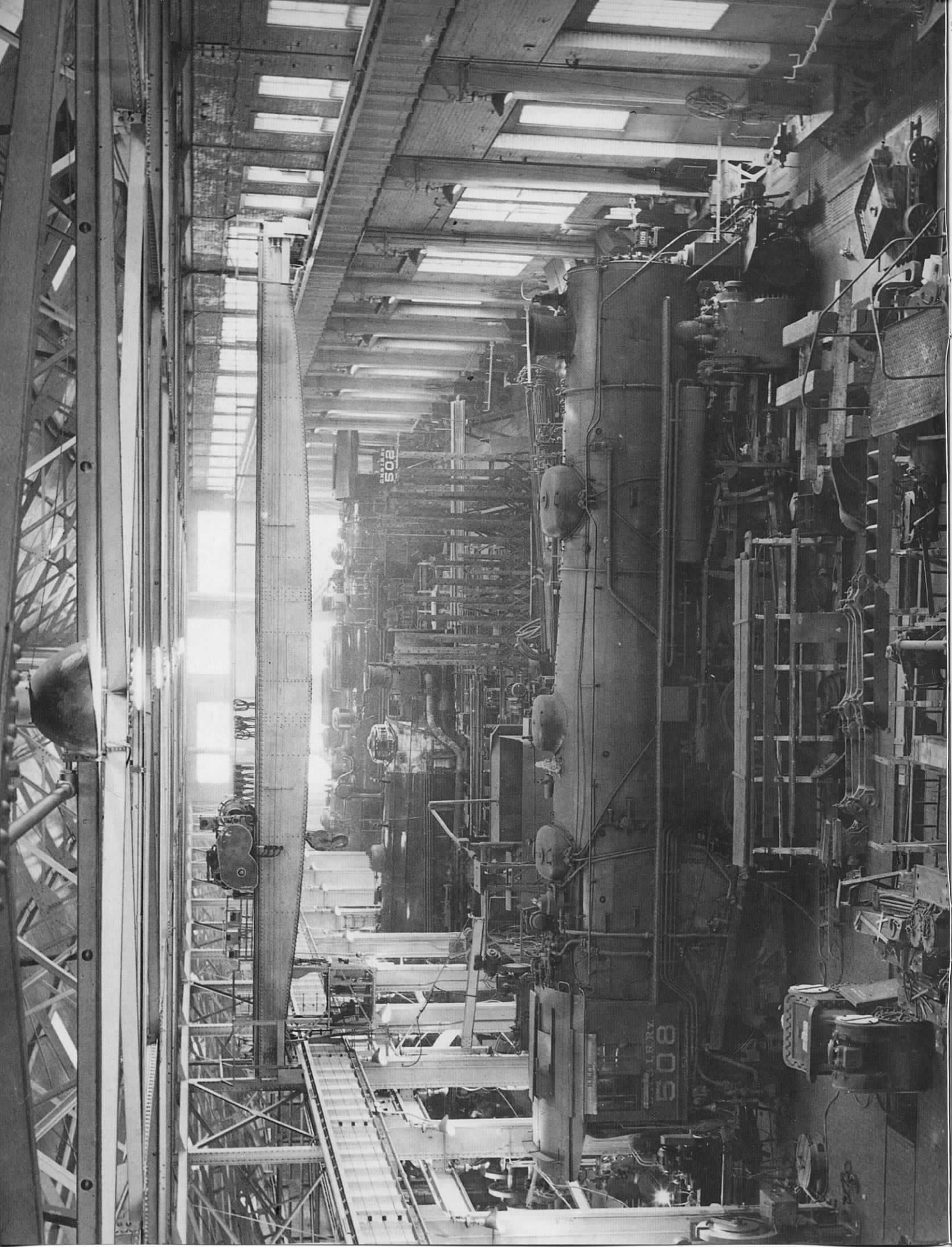




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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to surface public transportation in Minnesota. No payment is made, and publication is at the editor's discretion.

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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line and the Excelsior Streetcar Line in Excelsior.

CORRECTIONS AND NEW INFO

Jim Kreuzberger writes: "The Park Point fire car is an interesting story. It was not owned by Park Point Traction, as one might surmise when looking at the excellent photo on Page 17 of the latest *Minnegazette*. In 1891, Duluth Street Railway purchased four 4-wheel open (summer) trailer cars from Brownell Car Co. DSR was not particularly enchanted with open cars for obvious reasons: climate and the tough pull up 3rd Ave, West's 8.7% grade. One of these was electrified in 1893, and sold to Interstate Traction Company in May 1900, where it became their #5. The City of Duluth's Fire Department purchased the car in July 1907 and converted it to a fire car. The City provided the car barn and a fireman who lived close to the car barn at 19th St. DSR maintained the car and furnished the operating crew.

And another little note: Page 21 shows car 286 in the 900 block of Lake Ave. So. I was born--12-25-14--at 907, quite probably in one of the roof-tops shown."

Tim Schandel of the Lake Superior Railroad Museum writes: "A couple of notes on the photo captions for the Winter 2006 issue. Page 4 - The William Crooks and all three cars have been Minnesota Historical Society property since before coming to Duluth. When they were designing the Mill City Museum they came to us looking for a 1900-1910 boxcar for the exhibit. We didn't have one to sell but suggested that since they already owned 1320 why not use it. They agreed and 1320 went south to a new home.

Back cover; The photo is taken at the French River bridge/siding at milepost 13 and not at Lakeside (milepost 5). The French River is about halfway between Duluth and Two Harbors." Editor's note: I should have noticed the sign at lower left that says "French River".



Above: St. Paul native John Stewart, now of Carlisle, Pennsylvania, recently found this photo he took in 1953 of MSM's PCC #322 on Washington Avenue at the University of Minnesota.

Front cover: The 1938 version of the Hiawatha crosses the Mississippi River on the Short Line Bridge in Minneapolis. Milwaukee Public Library collection.

Inside front cover: Locomotives in various stages of disassembly fill the erecting hall of the Duluth, Missabe & Iron Range's Two Harbors shop. Dick Stoner collection.

THE TWIN CITIES- TWIN PORTS POOL TRAINS

-John Diers

Passenger service between the Twin Cities and Duluth began in 1870 with completion of the Lake Superior & Mississippi River Railroad's "Skally Line." It was the first railroad between the Twin Cities and Duluth and would eventually become a part of the Northern Pacific, which was then building across Minnesota and the Dakotas to the Pacific. The NP would complete its line to Seattle in 1883. The Eastern Railway of Minnesota, another Hill venture, which became a part of the Great Northern, reached Duluth-Superior from Hinckley in 1888. The Soo arrived in 1912, extending its Dresser to Frederic, Wisconsin branch to Superior.

By the early 1920's the three roads were hosting 10 passenger trains: four on the Northern Pacific, three on the Great Northern, and three on the Soo Line. They were classy operations with dining, parlor, Pullmans, and open platform observation cars. But they were all in serious trouble. The public had discovered the automobile, and people were trading the comforts of a chair car or a Pullman birth for the adventure of the Model T, leaving the three railroads with full timetables and empty trains.

The Wall Street Journal intoned in its February 18, 1926 edition that: "Short haul business is gone as far as railroads are concerned and cannot be regained by them. The only thing to do is to adapt operations to new conditions. Local business on the Northern Pacific fell off 50% from 1920 to 1924, while long haul passenger business increased only slightly. In 1925, 150,000 persons visited Yellowstone National Park. Automobiles brought 100,000 of them. From 1914 to 1924 there was a falling off of 60% in all passenger business. Sooner or later railroads will be compelled to cut down on the cost of local passenger service and the sooner the better.

Present competition of railroads in passenger business is ruinous to the roads and not to the best interests of the public. Between St. Paul and Duluth there are ten passenger trains a day, and, at present, not one of them is doing a satisfactory business. For the sake of competition, a large amount is being spent needlessly on passenger trains between these cities. Somebody is paying for something that no one is getting."

GN President, Ralph Budd, offered similar sentiments in a letter to ICC Commissioner E. I. Lewis in June 1926. Said Budd, "I am greatly in favor of economizing in passenger service and have considered it an alarming thing for the railways of Minnesota that with a decrease of more than 60 per cent in traffic since 1920 there has been very little decrease in passenger train miles." (See the table below)

Year	Passenger Train Miles	Passengers Carried
1920	14,667,330	18,360,678
1921	14,558,131	13,372,072
1922	14,139,612	11,148,295
1923	14,460,723	10,434,122
1924	13,835,789	7,130,571

The obvious solution was to discontinue under-performing trains, but simply taking away service would be unpopular and there were regulatory hurdles to get by. The other was a pool. The railroads could coordinate schedules, share revenues, and passengers would enjoy the convenience of interchangeable tickets with a choice of trains and departure times.

Budd, however, was in no hurry to cut deals with his rivals. The Great Northern had the better route and the shortest time of the three roads and a larger chunk of the passenger business. He was also concerned about the attitude of the ICC and Minnesota politicians toward agreements that might appear collusive or anti-competitive. He preferred the Northern Pacific and the Soo Line test the waters, first. And they did.

In 1924 the Northern Pacific and the Soo Line proposed a joint service that would allow the NP to drop one of its day trains and the Soo its overnight run. The Soo's General Passenger Agent, H. M. Lewis, smoothed the way with a statement in the Minneapolis Journal on June 4, 1924:

"The private automobile and the motorbus have made heavy inroads on the Duluth-Twin City business. When the paved road is completed the competition to rail service will be increased between these two points. We believe in this pooling plan that both railroads will profit."

The ICC gave its blessings and the St. Paul Daily News rejoiced on February 10, 1926:

"Economy in operations is the prayer of every railroad official. One answer to that prayer was given by the Interstate Commerce Commission Tuesday when

it authorized the Northern Pacific and the Soo Line to pool their interests in passenger service from the Twin Cities to Duluth.

This means an annual savings of \$115,000. Although a trifle when compared to the millions invested, it is another step of the railroads to reduce the cost of operations.

The public welcomes such a program of efficiency launched by the carriers, for it is the public, which pays, whether operating costs are high or low. The Northern Pacific and the Soo Line are to be congratulated in their efforts to cut down operating expenses without injury to the service."

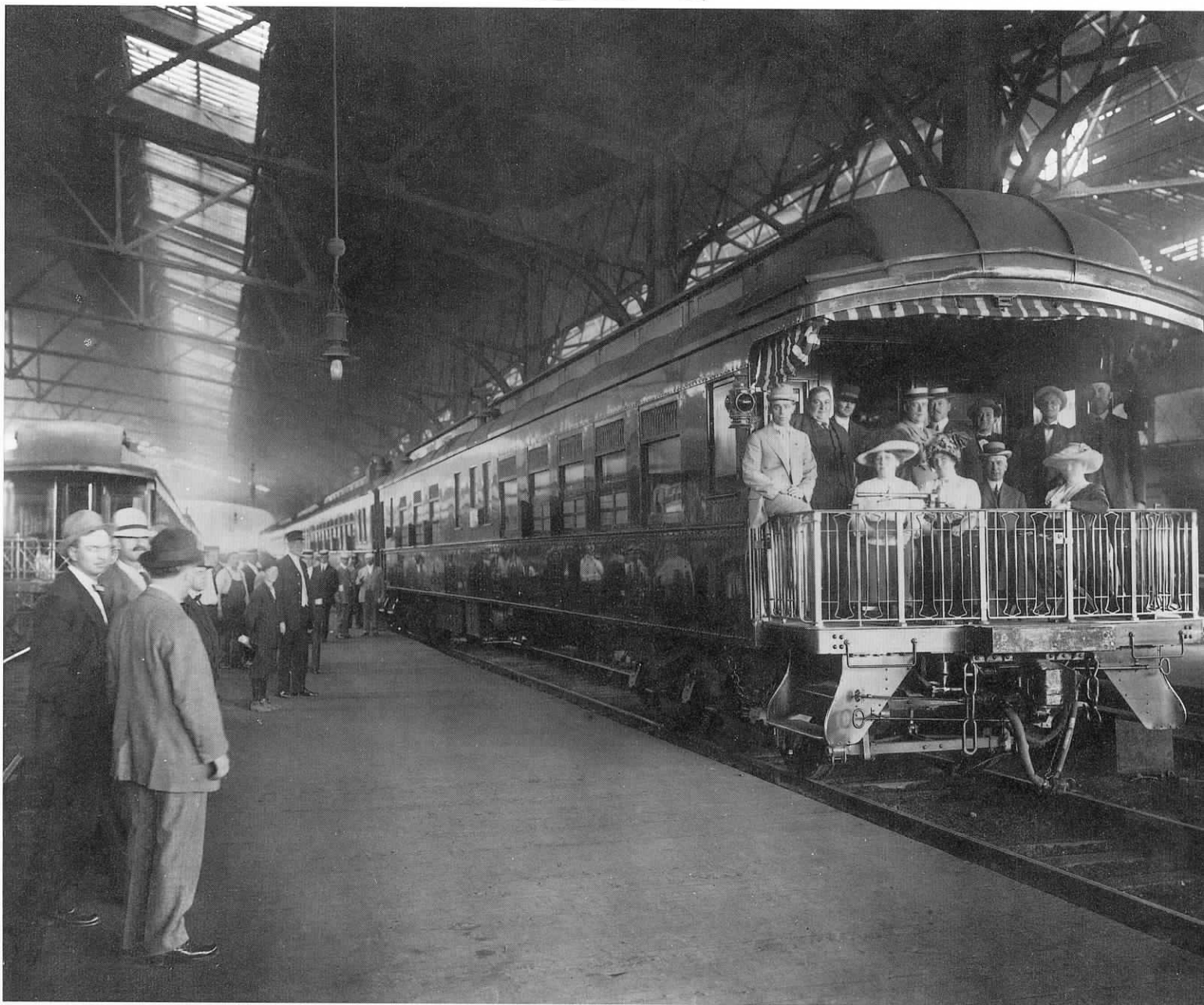
That good press was enough for Budd, especially since it was benefiting his competitors and not the Great Northern. He directed VP Kenney to begin talks with the Northern Pacific and the Soo line. Agreement came on July 27, 1927. The ICC signed off on November 12, and the pool started November 27, 1927. The term was for two years, and it was subject to renewal.

The agreement between the three roads called for the Northern Pacific and the Great Northern to each get 40% of all passenger fares, parlor car and baggage revenues with 20% going to the Soo. Other revenues were divided as follows:

	NP	GN	Soo
Mail:	67.5883%	27.1955%	5.2163%
Carload Express	44.0734%	34.6853%	21.2413%
LCL Express	44.0813%	41.03255%	14.8862%
Newspapers	54.7164%	45.2836%	-----
Milk	16.8010%	83.1990%	-----

The divisions were based on pre-1927 revenues and train mileage. The pool arrangement applied only to revenues. Expenses were not apportioned. Only through business between the Twin Cities and Duluth came under the agreement. Intermediate points were not included, nor were dining car or Pullman revenues. The Great Northern agreed to discontinue its night train and the NP its late afternoon train. Schedules before and after are shown below.

Schedules Pre-Pool					
	20	62	60	62	64
	GN	NP	Soo	Soo	NP
MplsDP	9:35A	8:10	10:00	1:20P	1:30
St.P	9:00	8:50	10:45	1:50	2:00
Duluth AR	2:25	2:10	5:20	5:50	6:30
	23	61	61	63	63
	GN	Soo	NP	Soo	NP
DuluthDP	8:25A	7:50	8:35	1:30	2:00
St.P	1:45P	2:10	1:45	5:00	6:25
MplsAR	1:12	3:00	2:25	6:00	7:00



In 1911 the Soo Line built its line from Dresser to Superior, and inaugurated service with the Daylight Delight, seen here on its first trip inside the shed at the original St. Paul Union Depot. Minnesota Historical Society collection.

In the 1950s, a much more spartan Soo train pauses at Dresser. MTM collection.



e-Pooling

64	24	60	66	18
NP	GN	NP	NP	GN
1:30	4:30	5:10	11:20	11:59
2:00	4:00	5:40	11:59	11:20
6:30	8:30	5:50	6:30	6:30

63	19	59	65	17
NP	GN	NP	NP	GN
2:00	4:00	5:00	11:30	11:30
6:25	8:30	8:55	6:20	6:30
7:00	8:00	9:30	7:00	5:55



One of Northern Pacific's day trains loads mail at Superior. The two-car consist reflects the reality of declining passenger counts. Wayne C. Olson photos, Dick Stoner collection.

About 1930, a St. Paul-bound Northern Pacific train from Duluth passes the east side of Lake Phalen. Three railroads ran the Twin Cities-Twin Ports trains as a pool. For more on this unusual arrangement, see page 4. St. Paul Parks Department collection.



Schedules After Pooling

	20	62	60	62	64	24	66
	GN	NP	Soo	Soo	NP	GN	NP
MplsDP	9:35A	8:10	10:00	1:20	1:30	4:30	11:20
St. P	9:00	8:50	10:45	1:50	2:00	4:00	11:59
DuluthAR	2:25	2:10	5:20	5:50	7:00	8:30	6:30
	23	61	61	63	63	19	65
	GN	Soo	NP	Soo	NP	GN	NP
DuluthDP	8:25A	7:50	8:35	1:30	2:00	4:00	11:30
St.P	1:45P	2:10	1:45	5:30	6:55	8:30	6:20
Mpls	1:12	3:00	2:25	6:00	7:30	8:00	7:00

Equipment

GN Morning and Afternoon Trains:
23-20, 19-24
Mail-Baggage, Smoker, Coaches, Diner,
Parlor-Obs

NP Morning Train 61-62
Mail-Baggage, Coaches, Cafe-coach

NP Afternoon Train 63-64
Mail-Baggage, Coaches, Diner

NP Night Train 65-66
Mail-Baggage, Coaches, 4 Standard
Sleepers (1 setout/picked up at St. Paul)

Soo Afternoon Train 62-63
Baggage-coach, Coaches, Parlor, Cafe-
Lounge-Obs

Soo Midday Local 60-61
Baggage, Coaches

The agreement was renewed in 1929 with the same terms except that the Northern Pacific proposed discontinuance of its afternoon trains, 63-64. The ICC approved on January 21, 1930 and the trains came off on February 9, 1930.

Troubles loomed with the coming of the Depression and there would be more changes in response to the general decline in economic activity and additional automobile and bus competition. On June 27, 1931 Soo Line's 60-61 became a mixed operating between Dresser and Superior, Wisconsin with a connection at Dresser to the Minneapolis-Ladysmith, Wisconsin trains. The Soo also discontinued the parlor and cafe-observation on 62 & 63. In 1931 NP stopped its 61 & 62 in St. Paul rather than continuing on to Minneapolis. GN removed the diner and parlor on its morning trains and replaced the diner and parlor on its afternoon trains with a cafe-observation.

None of this was well received by the Duluth business community. There were stirrings in 1935, when the

Burlington inaugurated Zephyr service from Minneapolis to Chicago, more so when it was learned that Ralph Budd, having transferred his flag from the GN to the CB&Q - proposed originating a Zephyr schedule in Duluth. Supposedly, the GN rejected the idea claiming its track was not up to it.

The Duluth Herald complained in a January 19, 1935 editorial:

"It is almost axiomatic in business that the way to compete is to not only equal the offering of one's competitor, but to go at him at least one better.

What effect would application of this suggestion have on the much talked of loss of business by the railroads serving Duluth and the Twin Cities? Bus business seems to prosper. In fact it has been blamed, together with the use of private automobiles for the decline in railroad passenger patronage. This was pre-Depression talk, so the loss cannot be fully charged to that much maligned event. The public was, and still is, traveling.

Could it be possible that being behind the times in equipment or speed has any effect on the size of railroad business? It has been said that not a road between Duluth and the Twin Cities is equipped with passenger cars that could be by any stretch of fancy be called up-to-date. Doubtless there is a car here and there that could be so condemned, but in the main there seems to be a chance for large improvement... Other cities, given whole new, modern and speedy trains, are apparently hearing less talk about poor business and doing more riding.

Hereabouts speedy service is woefully lacking. The fastest time between Duluth and the Twin Cities is three and a half hours. With a good roadbed and modern equipment that time could be cut down materially especially when buses make it in just under four hours even with passenger stops en route."

The GN redeemed itself somewhat by introducing air-conditioned cars in 1937, but that wasn't enough. By 1938 a full-blown feud erupted between the GN and the other pool roads and the Duluth Chamber of Commerce and the Minneapolis Traffic Association.

GN President Kenney, an old school railroader and a very stubborn man, had absolutely no intention of giving in

to their demands. It was his railroad, and he would run it the way he saw fit. He wrote a subordinate in 1938:

"I think your letter to Mr. Zinsmaster is all right under the conditions, but we have never made a habit of letting the people in any of these places feel they had the right to designate their service.

You will find a little coterie led by Zinsmaster and one or two others that are asking for the service simply because they feel it looks a little better for Duluth. The fact of the matter is that no one in this bunch likes to travel except for an occasional trip to Chicago by train and a few trips to the Twin Cities, which are made largely by automobile.

The service agreed to by the operating department and myself should be put in without delay and in no way waits on the approval of anybody in Duluth. Mr. Zinsmaster is a self-appointed spokesman for a service he would rarely uses himself and is more dependent on the railroads for his business than the railroads are on him."

(Note: Zinsmaster was the head of the Duluth Chamber and a prominent businessman in Duluth and the Twin Cities. Readers might remember his company, Zinsmaster Baking, for its leading product, Master Bread)

A little diplomacy might have averted what followed. Instead, Kenney ordered removal of the dining and parlor cars from GN's morning train to the Twin Cities as well as the diner from the Duluth-Grand Forks connection to the Empire Builder. Undoubtedly, they were losing gobs of money, but the Chamber and passenger advocates saw it as retaliation and responded with a petition to the ICC to order dissolution of the passenger pool alleging it discouraged competition and requesting, further, that the ICC order the railroads to provide improved service.

An ICC examiner reviewed the fracas in 1939 and recommended continuation of the pool. He noted: "Protestants are certainly not getting the kind of service that civic pride and public convenience should naturally lead any ambitious and progressive community to desire and support, nor the kind of service that the railroads should give if they can reasonably afford it, but with the tendency of the public to travel by highway and with railroads operating in the red or at scant profit, it is not reasonable to require that they meet protestants desires as a condition to be attached to the continued operation of the pool."

The full ICC concurred with the examiner on February 24, 1940. By then Frank Gavin had become GN President. He took a more moderate tone, restoring the diner and parlor car and speeding up the schedule. FTs appeared in 1941 dieselizing the morning trains.

World War II brought record passenger volumes, but it was also very hard on equipment and the GN responded with an aggressive post-war modernization program. The Empire Builder was reequipped in 1947 and, again, in 1951 freeing up semi-streamlined coaches that were purchased in 1937 for the Builder. The GN rebuilt these cars along with a pair of heavyweight parlors. Their debut in 1952 in the Gopher and Badger were a highpoint of Twin Cities-Duluth service.

However, even with improved equipment, riders continued to slip away more so on the NP and Soo line trains because these roads chose not to reequip their offerings or improve schedules. GN found that it was operating more miles of service and carrying more passengers than the other roads, combined, but getting back barely half the revenues it contributed to the pool, effectively subsidizing the trains of the NP and Soo.

In 1951, as an example, GN's trains brought in \$547,269 compared to \$248,183 from the NP and a scant \$40,815 from the Soo. Yet it received only \$295,492 from the pool compared to \$420,993 for the NP and \$119,782 for the Soo. While part of this disparity was due to heavier mail and express loadings on the NP, which were calculated separately, the imbalance was very disturbing to GN President, John Budd. Budd wrote NP President Robert MacFarlane arguing for a change in the percentages implying that GN would quit the pool. There followed some lengthy discussions but in the end, however, the three roads agreed to maintain the pool agreement, deciding, instead, to petition the ICC for service changes that would favor GN's share of the earnings and further reduce expenses for the NP and Soo.

1956 found the three roads before the ICC seeking relief from annual out of pocket losses of \$770,000. The NP wanted to drop its day train and remove Pullmans from its overnight run. The GN proposed to discontinue parlor cars on its morning trains, while the Soo sought to make its remaining train a turnaround thereby saving one set of equipment. The railroads projected a savings of \$233,000 from

these changes. There were immediate protests from communities along the NP. The Brotherhoods and the Minnesota Railroad and Warehouse Commission joined in, disputing the ICC's jurisdiction, but after months of hearings, testimony and court appeals, the railroads won their case.

It was a sign of more bad things to come. The financial situation didn't improve. It couldn't. Interstate 35W was on the drawing boards and would open in just a few years. Better roads and more cars, trends that were apparent in 1924, and the reasons for the pool agreement itself, would bring an inevitable outcome. Just three years after the ICC decision, GN's morning and afternoon trains were earning an average of \$8,000 more per month than they were realizing from the pool agreement. When John Budd's finance people told him that GN could offset its own losses by \$100,000 per year, he had no other choice. GN withdrew and in 1960 after 33 years the agreement came to an end.

That, however, didn't bring an immediate halt to passenger service. The Soo Line's last train came off in 1961, and the NP terminated its night run in January, 1967, but GN did its best to run a quality service right up until Amtrak, although it was clearly a lost cause.

Ridership was in a steady decline as these numbers show:

GN Ticket Sales at Originating Stations 1965-69					
	1965	1966	1967	1968	1969
Duluth	32,149	33,524	29,142	26,506	15,131
Superior	19,627	12,648	12,279	11,050	14,284
Mpls.	89,936	82,199	88,999	77,378	69,232
St. Paul	43,712	31,144	34,569	27,648	26,849
Intermediate	7,269	8,539	8,427	8,008	6,569

The beginning of the end came in 1968 with the Post Office's decision to remove RPO cars effective October 4 creating an additional annual loss of \$109,822. GN also faced additional terminal expenses at Duluth. The Northern Pacific owned Duluth Union Station. The Great Northern was a tenant and, as a tenant, the GN would have to shoulder the operating costs of the Duluth station, alone, once the NP discontinued its last train, the Duluth-Staples connection to the North Coast Limited. That train would come off in 1969 and in May 1969 GN began terminating its trains at Superior, Wisconsin with a connecting shuttle bus service to the Greyhound Depot in Duluth. At the same time it dropped the remaining parlor cars on the

afternoon trains. By then, they were averaging as few as 2 or 3 people per trip, even though a seat could be purchased for \$2.00 above the regular coach fare.

The Great Northern was merged into the Burlington Northern at midnight March 1, 1970. On July 8, 1970 BN filed an application with the ICC to discontinue all Twin Cities-Duluth passenger service. The ICC ruled that the morning train to Superior from the Twin Cities and its returning, afternoon counterpart would have to continue, but the other pair could be discontinued.

Amtrak did not assume this service when it took over on May 1, 1970, although the State of Minnesota subsequently provided a subsidy and the trains resumed after a brief lapse. While enjoying high ridership on summer weekends, they didn't attract enough people the rest of the year to justify the subsidy. That, a state budget crisis, and constant lobbying by Greyhound who argued, ironically, that the trains hurt its business, caused the state to curtail its funding. Except for the occasional railfan special, and despite several attempts to revive the trains, there has been no scheduled passenger service to Duluth since the early 1980's and given the current political climate it is unlikely that there ever will be.

Emil Skok captured the Gopher blasting upgrade past Jackson Street Roundhouse in 1947.

Bell swinging, a similar consist arrives at the Minneapolis Great Northern depot. Both trains are pulled by class H-5 Pacifics, built from ten-wheelers in the company's shop in 1926-27. MTM collection.





In 1909 the auto was not yet a threat and the trains were full. This is the Great Northern at Brook Park. Mark Bonesteel collection.

JOINT SERVICE—TWIN CITIES, SUPERIOR AND DULUTH														
Tickets of Great Northern issue reading between St. Paul-Minneapolis and Superior-Duluth will be honored on Soo Line or Northern Pacific trains.														
Table Central Time 13														
Soo Line														
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
1 50	11 59	8 55	4 50	9 00	0	11	12 40	8 00	12 30	5 55	5 19	5 55	5 19	5 55
1 15	11 20	7 20	5 00	9 35	23	11	12 15	7 35	2 30	6 40	5 19	5 55	5 19	5 55
Air-conditioned														
3 Hours														
from														
Minneapolis														
3 1/2 Hours														
from														
Saint Paul														
to														
Duluth														
Superior														
Either Direction														
Other Fast Air-conditioned														
Trains between Twin Cities														
and Duluth														
PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
5 43	5 45	7 45	1 35	1 35	160	1 35	8 15	4 45	8 05	12 06	1 35	1 00	1 00	1 00
6 10	6 30	8 00	12 25	8 00	1 50	1 50	8 00	4 30	8 30	11 30	1 30	1 00	1 00	1 00
Flag stop for revenue passengers.														
G. N. No. 23 connects with C. M. St. P. & P. Illawatha, leaving St. Paul 1:00 p. m., C. & N. W. "400" leaving St. Paul 2:00 p. m., Burlington Zephyr leaving St. Paul 4:30 p. m.														
and other fast trains to Chicago and east. Burlington Zephyr from Chicago, arriving St. Paul 2:30 p. m., connects with G. N. No. 20.														

Low Coach Fare

\$3.00

(Duluth)

One Way

\$5.40

(Duluth)

Round Trip

30 day limit

From

Saint Paul

Minneapolis

to

Duluth

and

Superior

Fares Apply in

Either Direction

The Gopher was powered by F-units during the late 1940s and the consist transitioned from all-heavyweight to the rebuilt streamlined heavyweights that lasted almost to the end of service. A westbound (below) at Westminster Junction in July 1949, and leaving St. Paul Union Depot. Both MTM collection.

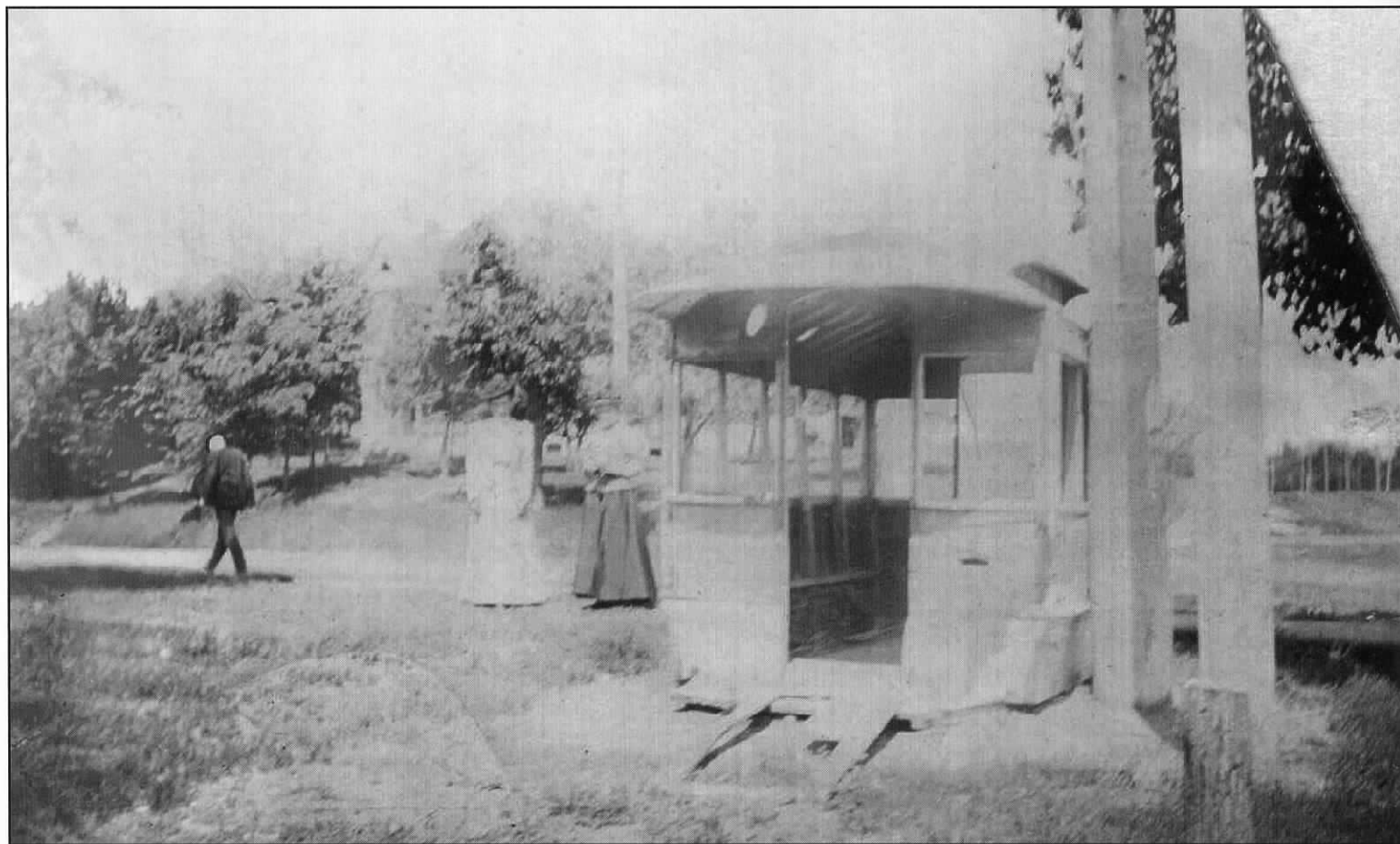
After the E-7 diesels were removed from the Empire Builder because they couldn't handle the mountains, the Duluth train consists settled into the familiar 1950s and 60s patterned, shown here at Duluth. Wayne C. Olsen photo, Dick Stoner collection.





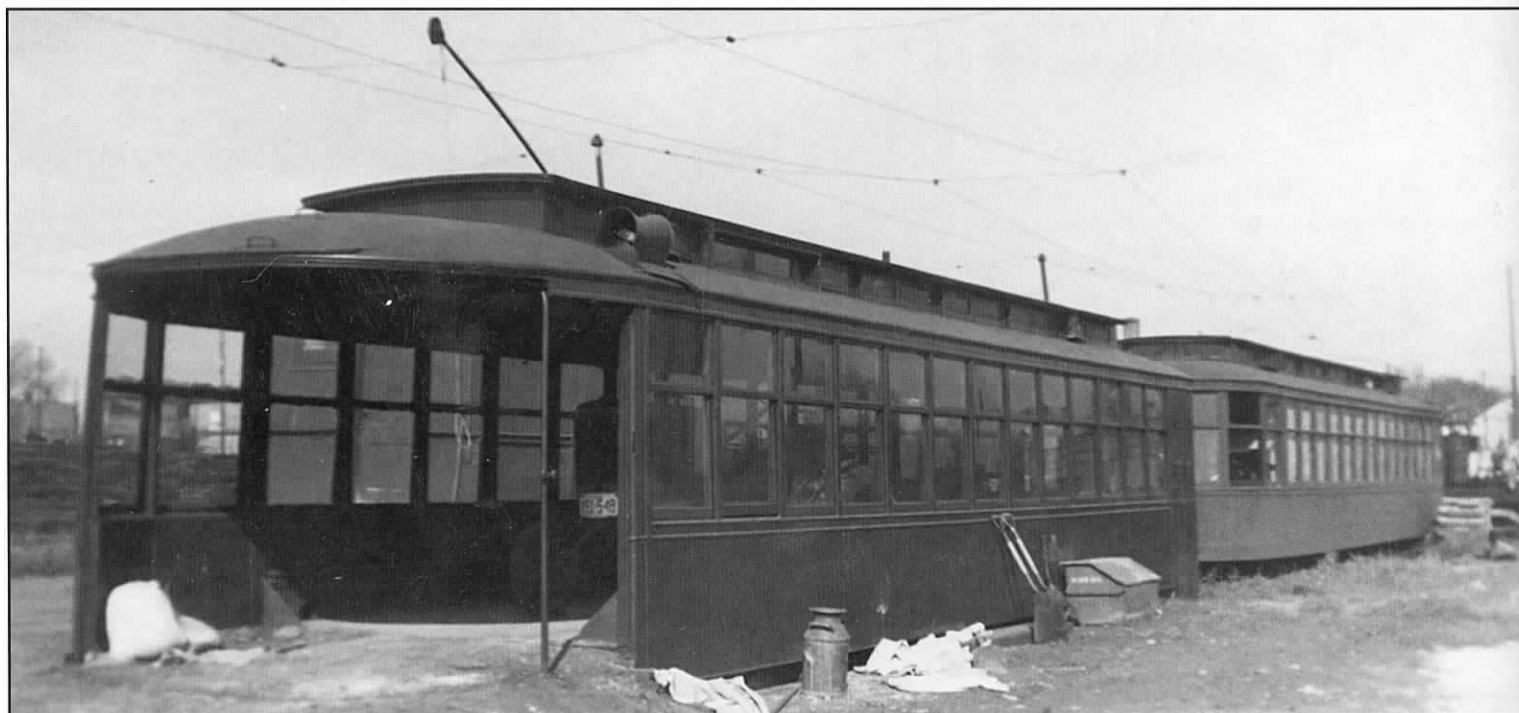
NEW LIFE FOR OLD STREETCARS

An eternal truth of railroading is that old car bodies without their trucks can function reasonably well as buildings. Having only scrap value, a certain number survived well beyond their normal lifespan in new, if humbler roles. This was also true of streetcars. All photos from the MSM collection unless noted.



Sometime around 1900, this old horsecar body served as a streetcar waiting shelter along Como Avenue in St. Paul. Ramsey County Historical Society collection.

The Track Department at Snelling Shops turned the bodies of cars 1374 and 1476 into storage sheds and didn't bother to remove the trolley poles.



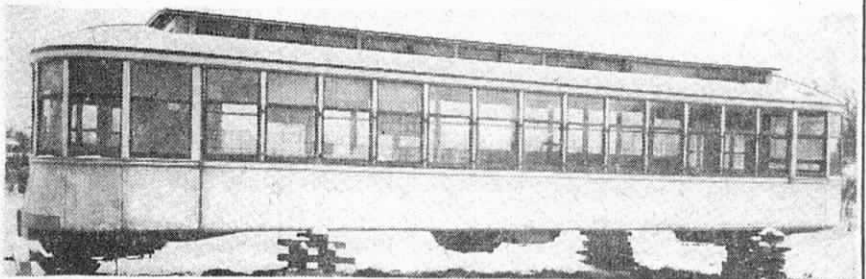


The de-trucked bodies line up along the east edge of the Snelling property.

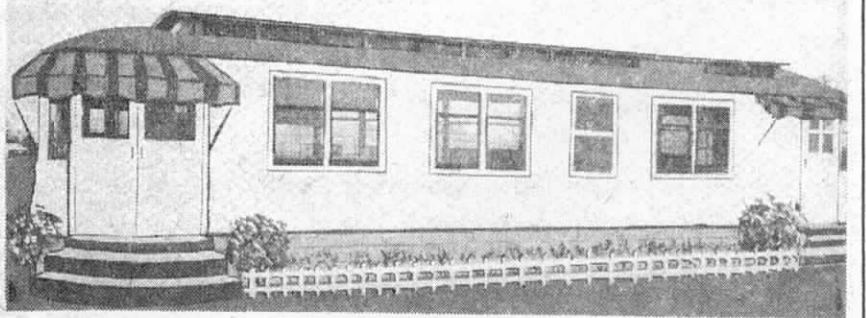
With abandonment in full swing, TCRT advertised car bodies for \$395, delivered free within 100 miles. The bottom view, though purported to be real, is clearly faked by an artist.

STREET CAR BODIES-\$395

DELIVERED FREE UP TO 100 MILES



ACTUAL PHOTOGRAPH OF STREET CAR READY FOR DELIVERY



THIS IS WHAT HAS ACTUALLY BEEN DONE WITH ONE OF OUR STREET CAR BODIES
With a little time and effort you can easily make this into a \$4,500 home such as is pictured above.

Steel constructed street car bodies, insulated, storm windows, all weatherproof, and includes seats, stoves and wired for electricity. In excellent condition.

TERMS AS LOW AS \$5.00 PER WEEK

SUITABLE FOR: Lake cottages, farm buildings, diners, motels, construction offices, storage units, used car offices, etc.

DIMENSIONS: Length—46' . . . Width 9' . . . Height—10'. WE ALSO HAVE BUSES FOR SALE.

TRANSPORTATION SALES CO.

HO. 8272

12 miles S.W. of Mpls. on Hiways 169 and 212. After hours call COlfax 0131
Wire, phone, or write. \$100.00 will hold one for future delivery.
MAILING ADDRESS: RT. NO. 1, HOPKINS, MINN.



In 1953 the St. Paul Dispatch-Pioneer Press photographed a series of the sold car bodies. The late Gene Corbey collected these views. Car 1813 has become a sheep shed for Martin Kietzman near Faribault.



Car 1679 was purchased by Les Claire of Chetek, Wisconsin. His neighbor was retired TCRT motorman B. J. Horton, posed here with the lunch bucket he carried on his run.



Norman Melby of Ellsworth, Wisconsin is converting car 1199 into a lunch room next to the Hilltop Tavern.
 Jim Christiansen of Chetek, Wisconsin turned car 1244 into an instant appliance show room.





H. K. Rinsem of Faribault made a home out of car 1465, dividing the interior into three rooms, plus a utility room and closet.





Car 1496 became the famous "Trolley Church" in Inver Grove. Judith Walgren used it as a Methodist Sunday School. MTM eventually acquired it, and sold it to the Lake Superior Transportation Museum in Duluth. Although much deteriorated, the MTM Steamboat Division bought it back. The remains are still in Bob Dumas' yard in Long Lake, but not for long.

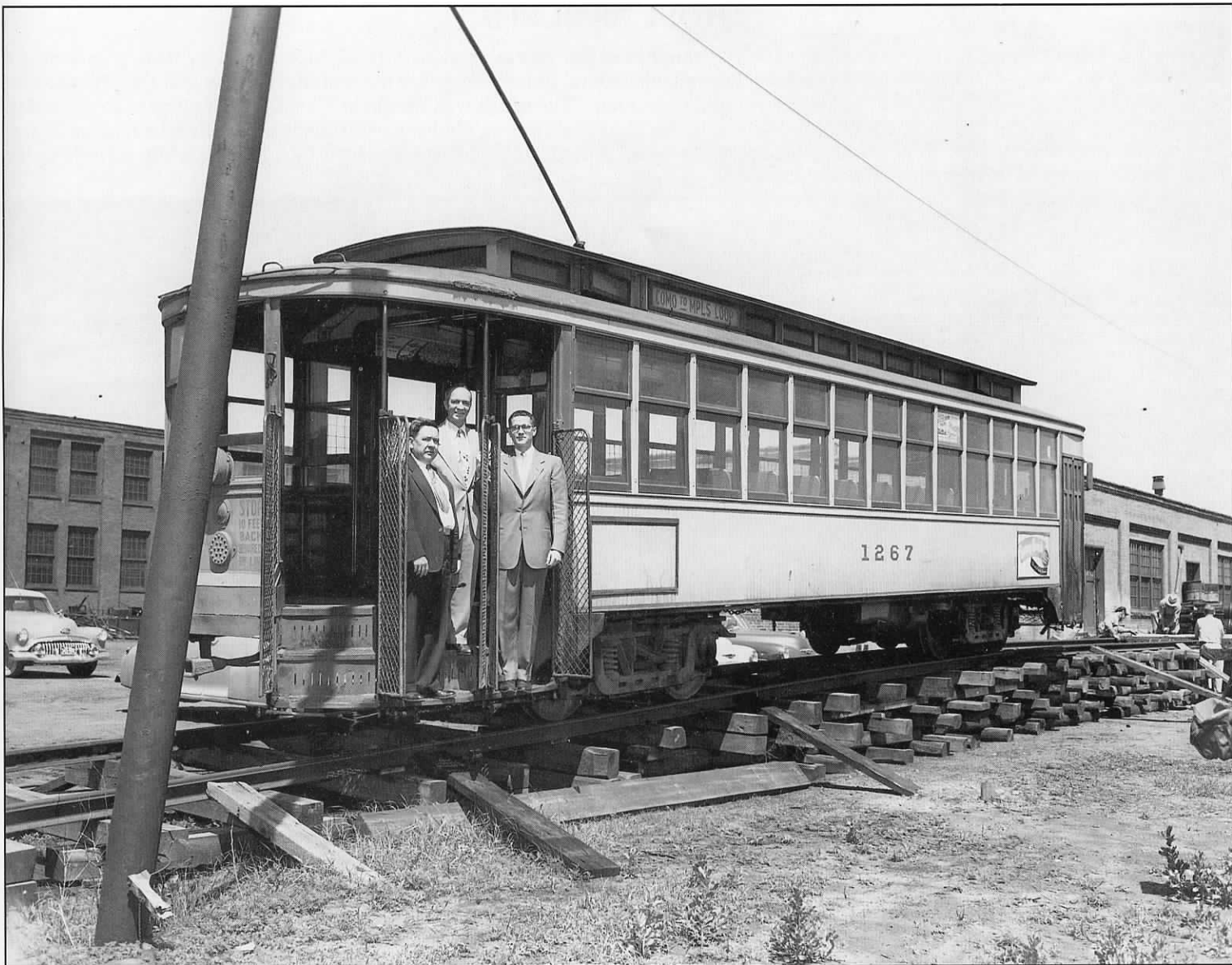
Car 1809 became a cabin at Big Lake, Wisconsin. The MTM Steamboat Division bought it and cosmetically refurbished it as the first steamboat Minnehaha ticket office. Unfortunately, the car's frame was broken during a crane move from Water Street to the Minnehaha dock and it was eventually scrapped.





Car 1841 became part of Ed's and Eva's Resort in South Dakota. Pete Bonesteel collection.
A number of Duluth streetcars also were recycled. Two of the early wooden models became a cafe near Cloquet. It lasted until about 1990.





One of the two that got away. Car 1267 was donated to the Seashore Trolley Museum and is shown here being loaded onto a flatcar for delivery. Barney Larrick at left and Fred Ossanna (center) pose with an unknown man.



Steam railroad car bodies were also recycled. In 1937 the Zephyr Cafe opened on Como Avenue in St. Paul. It later became the Night Train, and is now MTM property at Jackson Street. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

THOSE 70s BUSES

When the Metropolitan Transit Commission (MTC) purchased the privately owned TCRT bus system in 1970, it inherited a fleet that was largely worn out. The MTC used newly available federal grants to replace most of the old fleet and the photos show the results. MTC also hired a design consultant to craft a new image. The result was the circle T logo, which remains in use today. After ten years of TCRT's turquoise and white color scheme, the rather jarring choice was "Transit Orange", which actually was the color of dried blood. Easy to apply, it quickly oxidized and turned dull, and was replaced by a largely white scheme in the 1980s. All photos by MTC from the MSM collection.



From 1971 to 1974, MTC replaced most of TCRT's all-General Motors fleet with over 600 Flexibles. Because virtually all TCRT service was local, its entire fleet featured only two-speed transmissions and many of the buses had a top speed of only about 50 mph. MTC purchased more buses with two-speed transmissions, but included a group of freeway express buses with higher gearing, including #556, shown here. Actually, #556, delivered in 1972 as part of the I-35W freeway express demonstration project, was part of an even smaller subgroup, the only buses in the fleet with sealed windows and three angled seats in the rear instead of a long bench. It also featured brightly colored upholstery, which led them to be nicknamed "hippie buses" by employees.

On a cold winter day, Flexibles line up on Washington Avenue at the University of Minnesota.





MTC adopted a series of advertising campaign slogans, including "The Greater Metropolitan Carpool" above. The auto is an American Motors Ambassador driven by a MTC district supervisor.

This publicity view touts the ad campaign of 1976, "The Oughtamobile". The bus is one of 338 newly delivered AM Generals, arguably the worst transit bus ever manufactured. AM General supplied military trucks and looked for a new market in the wake of reduced military spending following Vietnam. The frames of these buses all broke within two years, the shock mounts came off, and the engines required overhauls much sooner than expected. MTC sued the manufacturer and settled out of court.





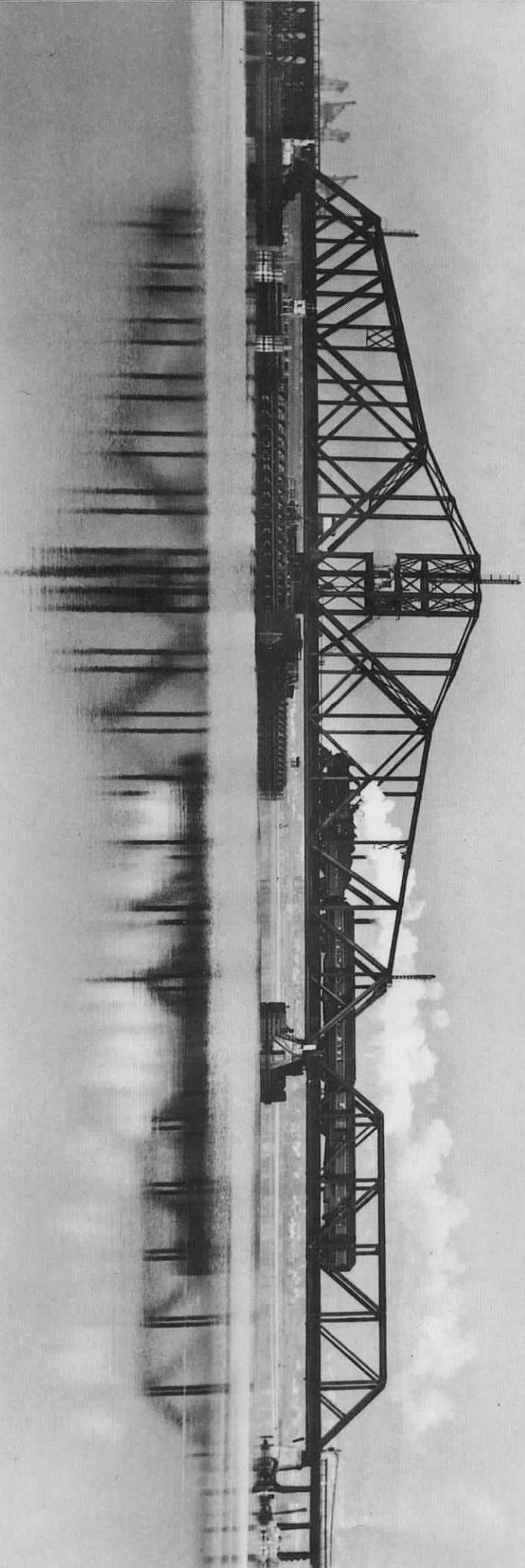
During the 1970s MTC ran a downtown circulator on the Nicollet Mall called the "QT", "Quick Transit". It bought a small group of propane-fueled Flexette minibuses. Two are shown in front of the Northern States Power building at 5th and Nicollet. The QT proved to be too expensive to sustain. The downtown reduced fare zone on regular buses was substituted.

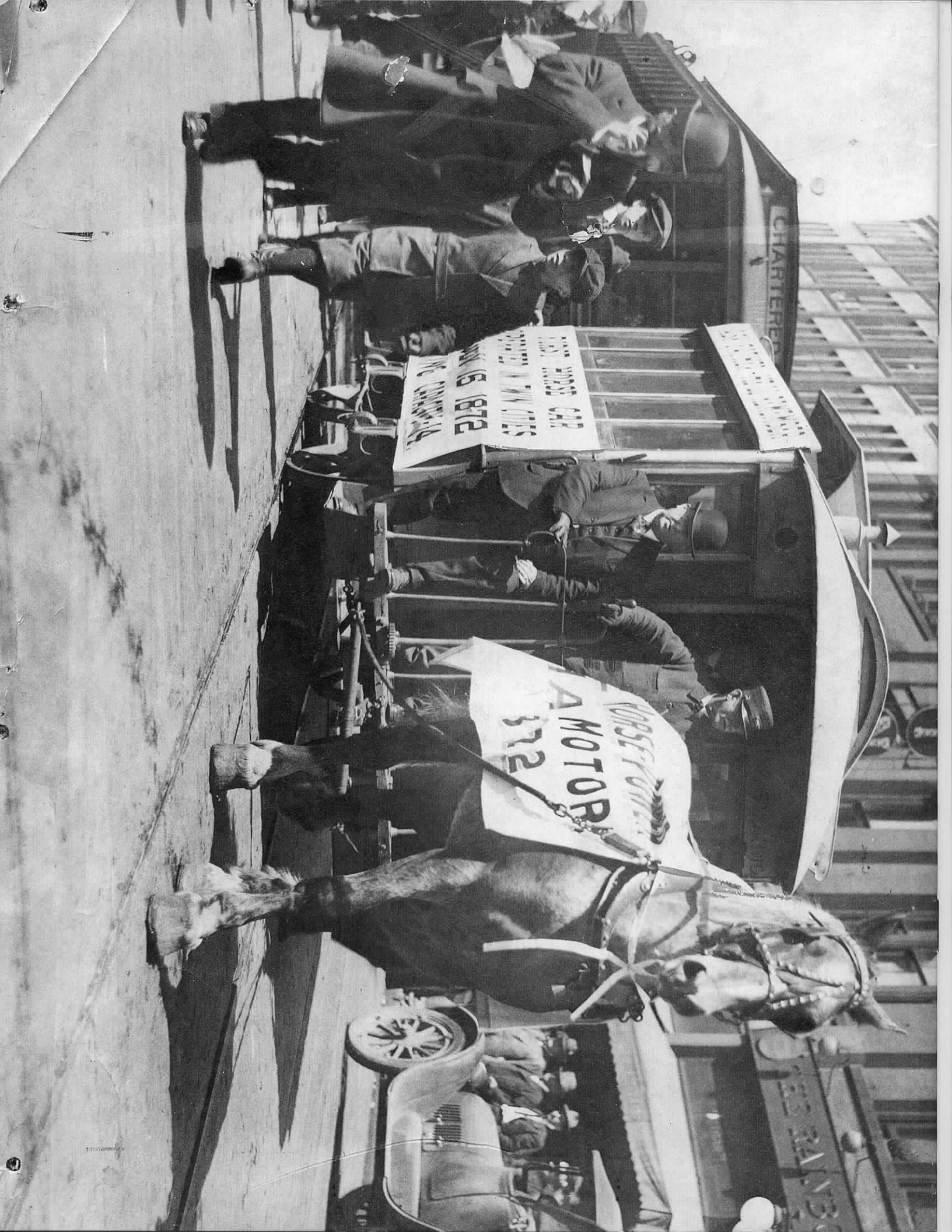
In 1978 the MTC joined a national consortium of transit operators in the joint purchase of the first new articulated buses in North America since the 1940s. The goal was to carry more passengers on fewer buses at less cost. The buses came from the German manufacturer MAN. They had under floor engines that drove the center axles and steering rear axles. They were very slow, but a total of 82 were purchased.



Inside rear cover: One of the Northern Pacific's pool trains from Duluth to Minneapolis rumbles across the interstate bridge to Superior. Wayne C. Olsen photo, Dick Stoner collection.

Rear cover: TGRT preserved the first St. Paul horsecar, bringing it out from time to time for events. Here it parades down Wabasha Street at 9th Street in 1921. It was destroyed in the Snelling Shops storage building fire of 1925, along with Thomas Lowry's private car and 21 other cars. MSM collection.







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